Ageing aircrafts of national airways

1654. SHRI RAJUBHAI A. PARMAR:
SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:
SHRIMATI VEENA VERMA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether ageing aircrafts is one of the serious maladies the national airways are suffering from;

(b) if so, the age of various aircrafts under operation with Indian Airlines (IA) and the Alliance Airlines (AA);

(c) whether it is a fact that Alliance Airlines has been burdened with most of the ageing aircrafts, shifting the burden of losses of IA to AA; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) No, Sir. The average age of aircraft under operation with Indian Airlines and Alliance Air is as under:—

Type of aircraft	Average age
B-737	15.6 years
A-300	17.8 years
A-320	5.6 years

(c) No, Sir.

(d) Does not arise.

वायु यातायात नियंत्रण टॉवर्स के अभ्यास संबंधी समिति

1655. **श्री सतीश प्रधान:** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने वायु यातायात नियंत्रण टॉवर्स के अभ्यास हेतु कोई समिति गठित की है;

(ख) क्या समिति ने इस संबंध में कार्य आरंभ कर दिया है;

(ग) क्या इस संबंध में कोई प्रतिवेदन प्राप्त हुआ है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

नागर विमानन मंत्री तथा सूचना और प्रसारण मंत्री (श्री सी० एम० इब्राहीम): (क) जी, नहीं।

(ख) से (घ) ये प्रश्न नहीं उठते।

Selection of MCLR aircraft by AI

1656. SHRI JANARDHANA POOJARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether AI has selected medium capcity long range aircraft (MCLR); if so, the details of the aircraft selected; and

(b) if not, the reasons for the delay and the time by when it will be selected;

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C. M. IBRAHIM): (a) No, Sir.

(b) The Medium Capacity Long Range aircraft project needs detailed examination and clearances at various levels. It is, therefore, not possible to specify the time frame by which the decision is likely to be taken.

Losses incurred by AI/IA

1657. SHRI JANARDHANA POOJARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the amount of loss incurred by AI/IA during the last two years and so far in the current year; the reasons for which the two airlines have incurred losses; and

(b) the details of the steps taken/ proposed to be taken to cut the losses?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C. M. IBRAHIM): (a) The details are as under:—

(RS. in Crore)

Year	Air India Profit/(Loss)	Indian Airlines Profit/(Loss)
1994-95	40.80)	(188.73)
1995-96	(271.84)	(109.98)
1996-97*	(286.00)	(95.35)

*(April to December 1996—Provisional)

Air India incurred losses mainly due to increase in expenditure on account of interest and depreciation on new aircraft, reduction in yield, increased landing, handling and navigational charges, agitation of engineers, etc.

The major reasons for losses by Indian airlines are due to decline in market share because of entry of private Airlines, increased landing, handling and navigational charges, agitation of pilots etc.

(b) Air India and Indian Airlines are taking steps to improve their product, image and on time performance to attract more passengers and to increase revenue.

Air Traffic Control Project of Mumbai

1658. SHRI ISH DUTT YADAV:
SHRI RAM GOPAL YADAV:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Air Traffic Control Project of Mumbai has been shelved on account of safety hazard;

(b) the permissible height of Air Traffic Control Tower and the proposed one in Mumbai;

(c) the persons responsible for violating safety norms;

(d) action proposed to be taken against those responsible for mishandling the project?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C. M. IBRAHIM): (a) No, Sir.

(b) and (d) The Air Traffic Control Tower is constructed at a selected place to a height sufficient enough to ensure alround unobstructed view of the air field including take-off and approach paths of the aircraft. However, the matter is being enquired into.

Heading Newsitem Regarding New Norms for Unclaimed Dividends

1659. SHRI V. HANUMANTHA RAO: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the newsitem which appeared in the Business Standard dated 17th February, 1997 captioned "New Norms for unclaimed Dividends likely";

(b) whether it is a fact that companies are casual in paying dividends; and

(c) whether Government have any machinery to monitor such activities; and

(d) if so, details thereof, to protect small shareholders?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M. P. VEERENDRA KUMAR): (a) Yes, Sir.

(b) to (d) Adequate safeguards are available in the matter of payment of dividends including the unpaid/unclaimed dividends to the shareholders in terms of Sections 205A, 205B, 206 and 207 of the Companies Act, 1956.

The Department of Company Affairs has an Investors Protection Cell which *inter-alia* deals with complaints relating to non-receipt of dividend warrants. All such complaints are acknowledged and